

By Mr. LOTT (for himself, Mr. DASCHLE, Mr. LEVIN, and Ms. MOSELEY-BRAUN):

S.J. Res. 11. A joint resolution commemorating Juneteenth Independence Day, June 19, 1865, the day on which slavery finally came to an end in the United States; to the Committee on the Judiciary.

THE JUNETEENTH INDEPENDENCE DAY  
COMMEMORATION JOINT RESOLUTION

Mr. LOTT. Mr. President, I am pleased to introduce today, on behalf of myself and Senator DASCHLE, the distinguished minority leader, a joint resolution concerning what has long been known as Juneteenth Independence Day.

Joining us as original sponsors of this resolution are Senators LEVIN and MOSELEY-BRAUN, who offered similar legislation in the 104th Congress.

The observance of Juneteenth has long been a tradition among black Americans. It commemorates the days in mid-June, 1865, when news of the end of slavery finally reached frontier areas of the country, especially in the American Southwest.

The African-Americans who then moved into freedom, and began new lives as citizens of the Republic, kept alive the memory of that occasion for their descendants.

Generation by generation, the experiences of the past have been preserved and shared. They have given us lessons in faith, in courage, and in perseverance.

Today, the National Association of Juneteenth Lineage fosters the observance of Juneteenth Independence Day, not only among those families whose ancestors were directly affected by it, but also among the general public. The association will be meeting this year in Dallas from January 23 to January 25.

The introduction of this joint resolution by the two Senate leaders is a timely expression of the Senate's regard and appreciation for the association's efforts.

I should mention that this joint resolution is especially appropriate as we prepare to observe February as Black History Month, which, to borrow the words of the resolution, "provides an opportunity for all Americans to learn more about our common past and to better understand the experiences that have shaped our nation."

With that in mind, I know Senator DASCHLE joins me in inviting our colleagues, from all regions of the country, to cosponsor this legislation.

Mr. President, I ask unanimous consent that the text of the joint resolution be printed in the RECORD.

There being no objection, the joint resolution was ordered to be printed in the RECORD, as follows:

S.J. RES. 11

Whereas news of the end of slavery came late to frontier areas of the country, especially in the American Southwest,

Whereas the African-Americans who had been slaves in the Southwest thereafter celebrated June 19 as the anniversary of their emancipation,

Whereas their descendants handed down that tradition from generation to generation as an inspiration and encouragement for future generations,

Whereas Juneteenth celebrations have thus been held for 130 years to honor the memory of all those who endured slavery and especially those who moved from slavery to freedom,

Whereas their example of faith and strength of character remains a lesson for all Americans today, regardless of background or region or race, now, therefore, be it

*Resolved by the Senate and House of Representatives of the United States of America in Congress assembled,*

That the annual observance of June 19 as Juneteenth Independence Day is an important and enriching part of our country's history and heritage, and

That the celebration of Juneteenth provides an opportunity for all Americans to learn more about our common past and to better understand the experiences that have shaped our nation, and

That a copy of this Resolution be transmitted to the National Association of Juneteenth Lineage as an expression of appreciation for its role in promoting the observance of Juneteenth Independence Day.

Mr. DASCHLE. Mr. President, today we recognize the date upon which slavery finally came to an end in the United States, June 19, 1865, also known as Juneteenth Independence Day. It was only on this day that slaves in the Southwest finally learned of the end of slavery. Since that time, for over 130 years, the descendants of slaves have celebrated this day in honor of the many unfortunate people who lived and suffered under slavery. Their suffering can never be repaired, but their memory can serve to ensure that no such inhumanity is ever perpetrated again on American soil. We commemorate Juneteenth Independence Day to honor the struggles of these slaves and former slaves, to acknowledge their suffering and so that we may never forget even the worst aspects of our Nation's history.

But this day and this joint resolution in honor of the end of slavery should also make us feel proud, proud that we as a nation have come so far toward advancing the goals of freedom and justice for all of our citizens. While we must continue ever forward in the search for justice, we should be thankful that the tireless efforts of vigilant Americans have enabled us to achieve a society built on democratic principles and the recognition that all men and women are created equal.

ADDITIONAL COSPONSORS

S. 99

At the request of Mrs. BOXER, the name of the Senator from Rhode Island [Mr. CHAFEE] was added as a cosponsor of S. 99, a bill to amend the Internal Revenue Code of 1986 to allow companies to donate scientific equipment to elementary and secondary schools for use in their educational programs, and for other purposes.

SENATE JOINT RESOLUTION 9

At the request of Mr. KYL, the name of the Senator from Florida [Mr. MACK]

was added as a cosponsor of Senate Joint Resolution 9, a joint resolution proposing an amendment to the Constitution of the United States to require two-thirds majorities for increasing taxes.

SENATE RESOLUTION 23—DESIGNATING ALAN SCOTT FRUMIN AS A PARLIAMENTARIAN EMERITUS

Mr. LOTT (for himself, Mr. DASCHLE, and Mr. BYRD) submitted the following resolution; which was considered and agreed to:

S. RES. 23

*Resolved*, That Alan Scott Frumin be, and he is hereby, designated as a Parliamentarian Emeritus of the United States Senate.

SENATE RESOLUTION 24—RELATIVE TO THE CARGO PREFERENCE POLICY OF THE UNITED STATES

Mr. INOUE submitted the following resolution; which was referred to the Committee on Commerce, Science, and Transportation:

S. RES. 24

Whereas the maritime policy of the United States expressly provides that the United States have a Merchant Marine sufficient to carry a substantial portion of the international waterborne commerce of the United States;

Whereas the maritime policy of the United States expressly provides that the United States have a Merchant Marine sufficient to serve as a fourth arm of defense in time of war and national emergency;

Whereas the Federal Government has expressly recognized the vital role of the United States Merchant Marine during Operation Desert Shield and Operation Desert Storm;

Whereas cargo reservation programs of Federal agencies are intended to support the privately owned and operated United States-flag Merchant Marine by requiring a certain percentage of government-impelled cargo to be carried on United States-flag vessels;

Whereas when Congress enacted Federal cargo reservation laws Congress contemplated that Federal agencies would incur higher program costs to use the United States-flag vessels required under such laws;

Whereas section 2631 of title 10, United States Code, requires that all United States military cargo be carried on United States-flag vessels; Whereas Federal law requires that cargo purchased with loan funds and guarantees from the Export-Import Bank of the United States established under section 635 of title 12, United States Code, be carried on United States-flag vessels;

Whereas section 901b of the Merchant Marine Act, 1936 (46 U.S.C. App. 1241f) requires that 75 percent of the gross tonnage of certain agricultural exports that are the subject of an export activity of the Commodity Credit Corporation or the Secretary of Agriculture be carried on United States-flag vessels;

Whereas section 901(b) of such Act (46 U.S.C. App. 1241(b)) requires that at least 50 percent of the gross tonnage of other ocean borne cargo generated directly or indirectly by the Federal Government be carried on United States-flag vessels;

Whereas cargo reservation programs are very important for the shipowners of the United States who require compensation for maintaining a United States-flag fleet;

Whereas the United States-flag vessels that carry reserved cargo provide quality jobs for seafarers of the United States; Whereas, according to the most recent statistics from the Maritime Administration, in 1990, cargo reservation programs generated \$2,400,000,000 in revenue to the United States fleet and accounted for one-third of all revenue from United States-flag foreign trade cargo;

Whereas the Maritime Administration has indicated that the total volume of cargoes moving under the programs subject to Federal cargo reservation laws is declining and will continue to decline;

Whereas, in 1970, Congress found that the degree of compliance by Federal agencies with the requirements of the cargo reservation laws was chaotic, uneven, and varied from agency to agency;

Whereas, to ensure maximum compliance by all agencies with Federal cargo reservation laws, Congress enacted the Merchant Marine Act of 1970 (Public Law 91-469) to centralize monitoring and compliance authority for all cargo reservation programs in the Maritime Administration;

Whereas, notwithstanding section 901(b) of the Merchant Marine Act, 1936 (46 U.S.C. App. 1241(b)), and the purpose and policy of the Federal cargo reservation programs, compliance by Federal agencies with Federal cargo reservation laws continues to be uneven;

Whereas the Maritime Administrator cited the limited enforcement powers of the Maritime Administration with respect to Federal agencies that fail to comply with section 901(b) of the Merchant Marine Act, 1936 (46 U.S.C. App. 1241(b)) and other Federal cargo reservation laws; and

Whereas the Maritime Administrator recommended that Congress grant the maritime Administration the authority to settle any cargo reservation disputes that may arise between a ship operator and a Federal agency; Now, therefore be it

*Resolved*, That it is the sense of the Senate that—

(1) each Federal agency should administer programs of the Federal agency that are subject to Federal cargo reservation laws (including regulations of the Maritime Administration) to ensure that such programs are, to the maximum extent practicable, in compliance with the intent and purpose of such cargo reservation laws; and

(2) the Maritime Administration should closely and strictly monitor any cargo that is subject to such cargo reservation laws.

Mr. INOUE. Mr. President, the law of the land, specifically section (1) of the Merchant Marine Act of 1936, declares that the United States shall have a merchant marine sufficient, among other things, to:

Carry a substantial portion of our international waterborne Commerce; and to serve as a fourth arm of defense in time of war and national emergency.

The importance of these requirements has been dramatically illustrated by the vital role of our merchant marine in World War II, Korea, Vietnam, during operations Desert Shield and Desert Storm, and most recently in Haiti, Somalia, and Bosnia.

While the privately owned and operated U.S. flag merchant marine has performed so magnificently and effectively in times of crisis, it has also made extraordinary efforts to ensure that a substantial portion of commercial cargo bound to and from the United

States moves on U.S. bottoms. Given the chronic overtonnaging in international shipping, cut-throat competition, and the competitive edge our trading partners give their national flags, this has not been easy. In addition to competition with subsidized foreign carriers, U.S.-flag carriers are forced to compete with flag of convenience carriers. Over two-thirds of the international vessels operating in commerce are operating under flags of convenience. Flag of convenience registries include such major maritime powers as Panama, Liberia, the Marshall Islands, and Vanuatu. These registries only require their vessel owners to pay registration fees, and ship-owners are not required to pay tax on revenues earned, nor do employees have to pay income tax, and the ship-owner has little or no obligation to comply with the nation's law.

Nevertheless, if our commercial fleet is to continue to be an effective auxiliary in times of war or national emergency, it must first be commercially viable in times of peace. Otherwise, there will be no merchant fleet when the need arises.

I think we all would agree that there is a substantial national interest in promoting our merchant fleet. I think, also, that we would all agree that U.S. national security and economic security interests should not be held hostage for lack of U.S.-controlled sealift assets. Given the increasing diminution of the flag fleets of our NATO allies it will be more important in the future to sustain a viable U.S.-flag presence. Indeed, several laws of our land recognize that national interest and spell out specifically how the U.S. Government is to go about promoting it. Federal laws require that all U.S. military cargo, cargo purchased with all loan funds and guarantees from the Eximbank, 75 percent of concessionary agricultural, and at least 50 percent of all other international ocean borne cargo generated directly or indirectly by the Federal Government, be carried on U.S. flag vessels. The alarming news is that according to Maritime Administration [MarAd] the total volume of cargo moving under these programs is declining and will continue to do so.

According to a report by Nathan Associates, Inc., the 1992 economic impact of cargo preference for the United States is 40,000 direct, indirect, and induced jobs, \$2.2 billion in direct, indirect, and induced household earnings, \$354 million in direct, indirect, and induced Federal personal and business income tax revenues—\$1.20 for every dollar of Government outlay on cargo preference, and \$1.2 billion in foreign exchange.

It is, therefore, imperative that U.S. flag vessels carry every ton of cargo which these programs and the law intend them to carry. This brings me to the reason for the resolution I am introducing today. There are two substantial problems which threaten the viability of these programs and, there-

fore, the viability of our merchant fleet.

Several agencies administering cargo reservation programs continue to do their almighty best to evade the spirit and letter of the reservation laws, that is, find the law inapplicable to a particular program, or employ other loopholes.

Because of this problem of evasion and uneven confidence, the Congress amended the Merchant Marine Act of 1970 to centralize monitoring and compliance authority for all cargo reservation programs in MarAd. Nevertheless, the problem remains. Critics of MarAd maintain the agency is too timid, and does not discharge its obligation aggressively. MarAd, on the other hand, says it has limited enforcement powers over those Government agencies which are not in compliance.

In light of recent proposals to consolidate the Department of Transportation's operating divisions, I believe it is more important than ever for the Congress to reiterate its support for our cargo reservation laws, so that their administration and enforcement will not suffer from any departmental reorganization.

Mr. President, the resolution I am submitting today merely expresses the sense of the Senate that all of these Federal agencies do what they are supposed to be doing now, under existing law.

#### SENATE RESOLUTION 25—RELATIVE TO THE U.S. POSTAL SERVICE

Ms. SNOWE submitted the following resolution; which was referred to the Committee on Governmental Affairs:

S. RES. 25

Whereas the youth of America face more difficult challenges than ever before, with the lure of gangs, drugs, alcohol, and sex increasing the potential for irresponsible behavior and violence at ever earlier ages;

Whereas all too often the media focuses on negative stories about America's youth;

Whereas many young Americans have made extraordinary contributions to their communities and to their country;

Whereas 10-year old Samantha Smith of Manchester, Maine, wrote to Chairman Yuri Andropov of the Soviet Union in 1982 urging peace at the height of the Cold War;

Whereas Samantha was invited by Chairman Andropov to visit the Soviet Union the following year and became widely recognized as a spokesperson for the cause of peace until her death in a plane crash in 1985; and

Whereas America's young people need positive role models from among their peers: Now, therefore, be it

*Resolved*, That it is the sense of the Senate that the United States Postal Service should issue a series of postage stamps highlighting the extraordinary achievements of young Americans and that a stamp honoring Samantha Smith of Manchester, Maine, should be the first in this series.

Ms. SNOWE. Mr. President, I am very pleased today to submit a resolution expressing the sense of the Senate that the U.S. Postal Service should issue a series of postage stamps honoring